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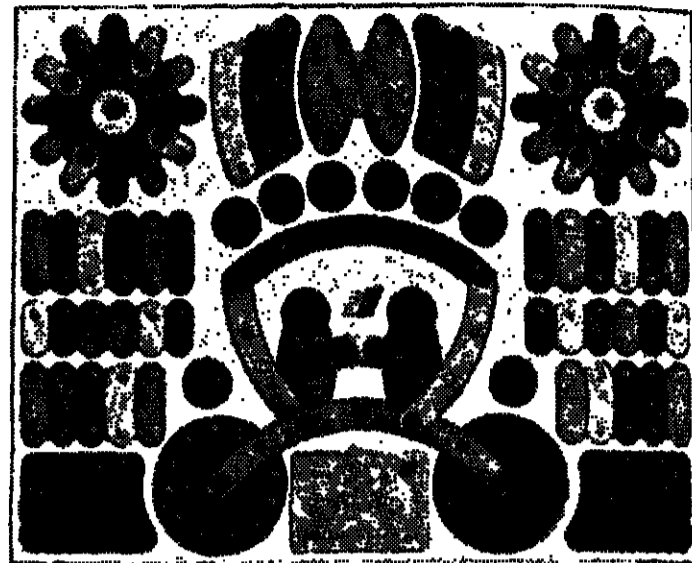
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# The German Tribune

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## Terrorism fails to shake UN out of its lethargy



Whether terrorism has lost a battle rather than a decisive campaign in Mogadishu is a question which presents itself in a different light in Bonn than it does at the UN in New York.

It is perfectly understandable that, after the upheavals of the past few days, great hopes were pinned on the United Nations whose members — one would think — only need to act in concert in order to prevent similar disasters in the future.

But how much the perspectives differ has become obvious by the manner in which the news of events surrounding this latest chapter in the history of terrorism were received and assessed.

Initially, the hijacking of the Lufthansa jet failed to arouse interest, which was not forthcoming until the hijackers killed the captain. The whole in-

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incident did not acquire the quality of a sensation until the rescue mission mounted by Bonn was successfully completed.

The severe set-backs that followed this victory — the brutal killing of Hanns-Martin Schleyer and the suicide of the three imprisoned terrorists — on the other hand, were swiftly supplanted at the seat of the United Nations... There is, after all, nothing unusual about the loss of human lives.

If diplomatic circles at the UN were troubled at all by any consequences of the Mogadishu raid, then certainly not by these fatalities but by the threatened strike of the international pilots' organization.

It so happens that participation in international air traffic is one of the status symbols of a sovereign state — a status symbol no country wants to forgo, even if it could do so.

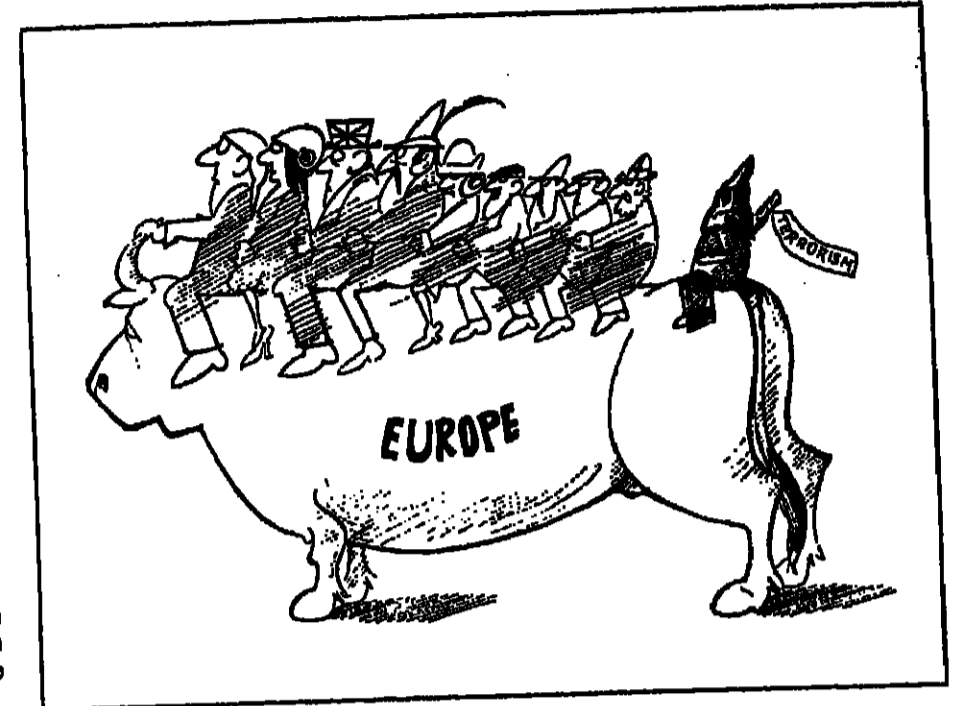
But even this very powerful lever of a threatened pilots' strike which was intended to rouse the UN from its lethargy and induce it to close ranks in instituting concrete measures to combat air piracy seems doomed to proving ineffectual.

Even UN Secretary General Kurt Waldheim seems to have laboured under the delusion that the Mogadishu incident would teach the UN a lesson. He stuck his neck out rather more boldly than usual in calling on the UN to deal swiftly with a draft for a convention against hostage-taking — a convention first introduced in the debate a year ago by Bonn.

If all member nations were to accept this draft and abide by it, hostage taking as a means of extortion could become a thing of the past.

Bonn proposed, among other things, that all signatories of the convention put hijackers on trial and that sentences be stiff indeed. This would also mean that hijackers could no longer seek refuge in another country. Moreover, it would meet the pilots' demands for greater flight safety — as a byproduct so to speak.

But, curiously enough, not even Bonn's ambassador to the UN seems to show any great interest in taking his



The stowaway (Cartoon: Hanel/Kölnner Stadt-Anzeiger)

country's motion out of the slow moving mills of the UN procedural machinery, thus enabling it to be pushed through more swiftly.

Bonn's ambassador to the UN fears that the carefully worked out draft — if it were to be thrown into the debate at this timely moment — would meet with defeat due to the sympathy which the terrorists still enjoy in some Arab countries.

Bonn intends to let the draft take its course through established UN channels.

At this stage, the government of the Federal Republic of Germany would be satisfied if the UN were to pass an appeal (tabled by Austria) calling on all governments to improve air traffic safety.

It is possible that political tactics demand that Bonn proceed in exactly this way. But even so, the fact that even the events of the most recent past cannot induce the UN to abandon its plodding pace is enough to make anyone despair.

H. W. Kettenbach  
(Kölnner Stadt-Anzeiger, 22 October 1977)

## European terrorism convention is hardly the right example for UN

More than a year ago at the United Nations General Assembly, the Bonn government introduced a draft proposal for a convention against the taking of hostages. This was shortly after a French passenger plane had been hijacked en route to Athens and been forced to land in Entebbe, where it was stormed and its passengers freed by Israeli commandoes.

The Bonn government hoped that this incident would make the UN delegates more prepared to listen to its proposals. The response at the time was not entirely negative — not even from those nations who were more indignant about the violation of Ugandan territorial sovereignty than the hijacking itself.

But the United Nations has done nothing during the past year to bring about international agreements which might deter terrorists from their criminal acts.

After the freeing of the hostages on the Lufthansa jet in Mogadishu, the government believes that the present United Nations General Assembly is more likely to give a favourable hearing

to its proposals. In his recent government statement the Chancellor expressed the hope that the convention would be given immediate consideration and passed.

This optimism is surprising in view of experience with the much-vaunted terrorism convention signed in the European Council in January. This has so far been ratified and become law in only three signatory states; furthermore, 12 signatories felt it necessary to put in "notes for the record" to prevent the entire package from becoming completely ineffective as a result of French reservations in particular.

The questions of extradition, legal aid, political asylum and terrorists' political motivation played a decisive part in the formulation of the convention.

Norway and Italy, for example, have reserved the right to look at each case on its merits and then make a decision; they have only committed themselves to taking legal action themselves if they do not extradite terrorists. Portugal does not extradite to countries which still have capital punishment.

France is now putting forward reservations with the aim of reducing its obligations according to the convention to a minimum and allowing itself maximum scope for opportunistic considerations.

In short, Paris wishes to decide for itself whether the motives for a crime are terrorist, criminal or political and whether or not to grant political asylum.

Paris also wishes to decide whether a political motive is in accordance with the interests of the French state or not. France is extremely circumspect in her relations with Arab states and would not welcome foreign interference in the question of whether or not to extradite Arab terrorists and thereby damage her relations with these countries.

It is difficult enough already in the relatively homogeneous cultural and social area of Western Europe to agree on binding descriptions of crimes and motives. How much more difficult is it going to be in the United Nations, where the Third World has its own view of this matter, which is very different from our own.

Bonn has, wisely, only proposed a convention against the taking of hostages, but this will not prevent a renewal of the Geneva Conference dispute on the difference in international law between terrorism and freedom fighting.

Josef Riedtmiller  
(Süddeutsche Zeitung, 21 October 1977)

FOREIGN AFFAIRS

Some issues remain unresolved after Genscher's Peking visit

SONNTAGS BLATT

Foreign Minister Hans Dietrich Genscher's recent visit to Peking marked five years of full diplomatic relations between China and this country.

Herr Genscher was accompanied by a party of more than ninety, but the mood at the end of his visit was not celebratory. His political talks with the Chinese leadership only served to underline how narrow the scope for cooperation between the two countries is on the bilateral and the international level.

This high level German-Chinese meeting seemed dispassionate and reserved in comparison with the assurances of mutual sympathy and interest that characterised the three-week fact finding tour by CDU defence spokesman Manfred Wörner.

His reception was similar to that given to other top CDU/CSU politicians such as Franz Josef Strauss and Gerhard Schröder on their visits to Peking. Here, too, Chinese warnings about the Soviet Union's policy of expansion fell on sympathetic ears.

The conflict between Peking and Moscow was the main subject of discus-

sions between the Chinese and these politicians who are extremely sceptical about the Bonn government's policy of detente. The Peking leaders revealed sensational defence plans to them which had previously been kept secret from all foreigners. Given the convergence of their views on the international political situation, it was hardly surprising that Teng-Hsiao-ping, Chou En-lai's political heir, should choose to reveal his plans for a common front between China, the USA, Japan and Western Europe against the Soviet Union to opposition politician Wörner rather than to Foreign Minister Genscher.

The Chinese attacks on Soviet imperialism must have appeared, in Genscher's eyes, to be pure provocation and a thinly disguised attack on the present coalition's concept of detente.

At the first reception in the Hall of the People, deputy Prime Minister Li Hsien-nien bluntly underlined the fundamental difference between the premises on which Chinese foreign policy and Nato's foreign policy were based. He condemned what he called Moscow's "phases of detente" as Foreign Minister Huang Hua had done at the UN, accusing the Soviet Union of speaking with a "forked tongue" and of having plans for unlimited expansion in Europe, Asia and Africa. This was, of course, an implicit criticism of Western

attitudes to detente as illusory and unrealistic.

Herr Genscher stated afterwards that he had explained, in his talks with Lu, Huang, and Chinese party leader Hua Kuo-feng that the Federal Republic of Germany's special geo-political situation made a policy of detente and of strength within the West European Alliance necessary and that they understood the German position. This assurance did not sound very convincing in the circumstances.

Given this fundamental difference of principle in the analysis of the international situation, it is hardly surprising that the Chinese gave the cold shoulder to Herr Genscher's proposals for joint German-Chinese cooperation and support for the independence of the South East Asian states.

The Chinese have for some time been following Germany's development policies with benevolent interest, but a common Asia policy side by side with Bonn is unacceptable to them for two reasons: first, Herr Genscher's formula of "anti-influence zones" is too vague for their liking and not sufficiently anti-Soviet in tone and, secondly, Peking is not interested in de facto or de jure alliances, but only in limited cooperation with the West.

Jürgen Kahl (Deutsches Allgemeines Sonntagsblatt, 23 October 1977)

Bonn takes a firm stand towards Pretoria

DIE WELT

Bonn Foreign Minister Hans Dietrich Genscher has stated the government's attitude towards South Africa's recent severe clampdown on critics of its apartheid policy.

The statement reads as follows: "The German government has been with consternation, of the African government's decision to declare 18 predominantly black organisations illegal, the ban on 10 newspapers, including the main newspaper of the black population and the arrest of several journalists. The German government appeals to the South African government to rescind these measures immediately and to grant elementary human rights to the majority of the population."

News had previously come through Johannesburg of more arrests. One of those arrested is black Lutheran Bishop Manas Buthelezi. Soweto, near Johannesburg, is in the diocese of this bishop, who studied in Germany. For over a year now, Soweto has been the scene of violent riots which have cost 500 lives.

Pretoria's Minister of Justice Kgopane justified his action by stating that it was important for the government to ensure that peaceful co-existence among the people of South Africa should not be disturbed by a small group of anarchists. He also announced that he would take further measures if this should prove necessary.

The government's action has come for severe criticism both in South Africa and abroad. Hodding Carter, spokesman of the US State Department, said in a statement which, he said, had been approved by President Jimmy Carter. The statement said that "Washington would examine very closely the significance of these events for relations between South Africa and the United States."

The Nigerian ambassador to the United Nations and chairman of the

Continued on page 3

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BONN Government and opposition bury the hatchet - for the time being

SONNTAGS BLATT

The 18th October was the day on which the Germans first fully identified with and committed themselves to their democratic society. This commitment and identification had long been present on the intellectual plane. The emotional identification was not yet complete, but the events of this day completed it.

First there was the shock and horror of the Schleyer kidnapping, the weeks of uncertainty and waiting. Then came the hijacking of the Lufthansa jet with 87 holidaymakers and crew aboard.

The reaction was a feeling of utter helplessness and compassion with the victims. The insane Odyssey of the gangsters and their hostages from the Balearics to the coast of Somalia evoked responses capable of turning in any direction.

These feelings reached their climax on 17 October in the evening, with the moving pilgrimage of the hostages' relatives to the crisis staff headquarters "Herr Chancellor, I want my Mum back," read one poster. The churches called upon their members to pray for the hostages at 18.00 hours on Tuesday, and the Pope offered himself as a hostage in their place - an unprecedented act. It seemed that the limit of the tolerable had been reached.

The party leaders, with Chancellor Helmut Schmidt at their head, had also reached the limits of endurance. The crisis staff was presided over by the chancellor, whose terseness and strength of nerves won admiration on all sides. The members were encouraged in all their deliberations during these weeks of crisis by the awareness that there was complete unanimity among them and that the majority of the people supported their hard line.

A snap poll by the Allensbach Institute on Monday evening, however, showed how the mood of the people had changed. Forty two per cent were against the release of the Baader/Meinhof prisoners in exchange for the hostages, and forty two per cent were in favour - the rest had not made up their minds. The decision in Bonn had already been made, and hours later it achieved what neither the cost reduction law nor the economic packages had succeeded in doing: complete identity between

Continued from page 2

UN committee against apartheid, called on western states to give up their "ambivalent attitude" towards South Africa and join the "defence of freedom" in that country.

The conservative government orientated South African newspaper "The Citizen" regretted the banning of the two newspapers, saying that "two lights of press freedom have gone out with them". Members of the African National Congress in London described the government's move as "an act of desperation by the white minority."

(Die Welt, 21 October 1977)

the will of the people and the action of the executive branch.

It is clear that the courageous raid by the GSG 9 unit was one of those military or paramilitary ventures which had to succeed if it was not to be condemned by history. The political leadership of this country had no real alternative. The plan put forward in some CSU circles of exchanging prisoners for hostages and then declaring a state of emergency was not realistic.

The Federal Constitutional Court had been called upon by Herr Schleyer's family to force the government to accept the terrorists' terms for his release, but it had to turn down this understandable request and rule in favour of the executive in accordance with its duty.

The victory won by this country was not achieved by out and out gamblers but by cool heads who had weighed the risks carefully before acting. Even a democracy is capable of defending itself in an emergency. This is something Hitler failed to realise in 1940 and Stalin failed to realise later.

However, the national and international terrorist cadres have either ignored or not sufficiently realised this fact. There is a weak link in their offensive position. The collective suicide of three members of the Baader/Meinhof-hard core who were to be released indicates not only resignation at the failure of the "big spring" job. It also underlines that the founding fathers of this young and puberty-jargon no longer had any hope of seeing the revolution they hoped would result from the countless demonstrations of the past. Loss of contact with reality has always been indi-



Chancellor Helmut Schmidt (right) and Foreign Minister Hans-Dietrich Genscher thanking Somali's Ambassador Yusuf Adan Bakah for his country's support in freeing Lufthansa hostages in Mogadishu (Photo: dpa)

cated by alienation from the language of the masses.

We will probably have to go on living with the fear that these neurotics will start a new wave of terror in their urge to affirm themselves. It will be senseless, futile and will not have the remotest chance of success.

One wonders how the so-called "scene", which has been silent in the past few days will react to all this. It is a fact that the reaction of the government reflects the will of the vast majority of the population, but the question remains: how is the generation gap to be closed?

The university campuses have surprises in store for us in the coming academic year. This is a fact that has been forgotten in the euphoria of the freeing of the Lufthansa jet. But there is time now to predict and prepare for what is to come.

There is time to point out the fun-

damental futility of it all. This nation would rather go into the resistance than accept the language, gestures and modes of thinking of left wing romanticism.

Professor Marcuse's theory that an intellectual minority rather than a conformist working class would form the battering ram of the revolution is unrealistic and as good as forgotten. In this respect, the 18th of October was a historic date.

In the meantime, this country's police is bemoaning the fact that only 25 per cent of their wanted posters have been put up in shop windows. "In the opinion of high-ranking officials, the terrorists are now convinced that they have succeeded in creating the impression that it is more dangerous to work for than to work against the state." This is it. There is not - yet - any cause for self-congratulation.

Eberhard Maseberg (Deutsches Allgemeines Sonntagsblatt, 23 October 1977)

Brezhnev's Bonn visit this year remains uncertain

But in the economic sphere, too, there is now ballast to be jettisoned. The Kursk steel works deal, which was confirmed by the then Chancellor Brandt and Brezhnev in Bonn in 1973, is in danger of being eroded by factual developments. Many Soviet requests for changes and modernisation, together with general price increases in industry, have made the German participation rise



from about DM6,000 million to close to DM20,000 million.

It has long since become obvious that, in view of this state of affairs, the Kursk project will have to be reduced in magnitude.

The Soviets had agreed to pay cash for the first phase of the project. But as things stand now it remains open whether or not the Soviet Union will embark on an entirely new orientation towards other Western nations and depend on its own resources, thus considerably reducing the share of the Federal Republic of Germany.

But, even earlier, the intention announced by Chancellor Schmidt during his last Moscow visit, to erect a joint power station in East-Prussia, intended to supply the Federal Republic of Ger-

many and West Berlin, was shelved for political and financial reasons.

Western business representatives in Moscow have latterly observed the trend on the part of the Soviet Union to shift orders from the Federal Republic of Germany to France. Moreover, trade relations have become more complicated due to extremely hard terms concerning prices and an increasing incidence of Soviet demands for barter deals.

Initially, the Mutual Balanced Forces Reduction (MBFR) was supposed to be the central issue of the Bonn summit, which the two countries wanted to tackle despite the fact that US-Soviet Salt negotiations were making no progress.

But the recent favourable developments concerning Salt have changed the situation.

It would seem more logical at present if Bonn and Moscow were to engage in MBFR talks once the Salt issue becomes clearer, since the present state of negotiations there could soon lead to a breakthrough.

And finally, the atmosphere created by the Soviet press is not exactly conducive to preparing a state visit. The Soviet press, when writing on terrorist activities, is constantly pointing to dangers from the right and to suppression of leftist forces in the Federal Republic of Germany.

Heinz Lathé (Kölnischer Nachrichten, 24 October 1977)

Troubled times bring unity across party lines

Yusuf Adan Bakah, ambassador of the socialist state of Somalia, was last week applauded for several minutes by the members of the German Bundestag.

It was a scene that, a few days earlier, he would hardly have dreamt possible. Even the Christian Democrats joined in the applause for the representative of Somali President General Barre, who had given permission for the German Border Police unit to storm the Lufthansa jet at Mogadishu and free the hostages. Even those members of the opposition who had been demanding that the government stop giving development aid to countries that cooperated with the Soviet Union joined in the ovation.

Yusuf Adan Bakah stood up and bowed his head for a moment as an expression of thanks. The Chancellor also applauded from the speaker's desk of the Bundestag - something that has never happened before. Chancellor Schmidt assured the Somali ambassador: "We will never forget this; it will certainly have an effect on our relations in future" referring to the Somali cooperation in the freeing of the hostages.

Bundestag President Karl Carstens thanked the ambassador in the name of the entire Parliament.

Then Chancellor Schmidt made a bib-

lical comparison: "Our black brother was the Good Samaritan who rescued the whites who had fallen among thieves from their misery."

Politically, this meant that the Somalis "whom many in this country have criticised or rejected because they have chosen a different form for their society" had shown solidarity. The speech was then translated for the Somali ambassador by the chief of protocol.

This first full session of the Bundestag after the freeing of the hostages in Mogadishu and the murder of Hans-Martin Schleyer in Alsace was not the first time that the members of all parties had joined ranks to express a feeling that they all shared. Usually, the line of division between the government camp and the opposition is clearly defined. Last week, this line could no longer be seen.

The terrorists' threat of revenge has brought government and opposition even closer together than they had been in the preceding days. Helmut Schmidt is the "Chancellor of the crisis team." Two days previously, when he had a brief respite after the freeing of the Mogadishu hostages, he told journalists in a press conference with British Prime

Minister James Callaghan that the expression "big crisis staff" should not be used in future, because it was in fact a "staff of advisers." And in the Bundestag he said: "I would like to thank the members of the various crisis staffs." This was greeted with applause from the entire Bundestag.

Opposition leader Helmut Kohl is jointly responsible for the victory in Mogadishu as well as for the defeat in Mulhouse. He agrees with Helmut Schmidt in his appeal that "some of the solidarity of the past few weeks" should be preserved for the future, considering this to be the duty of the entire Bundestag.

The terrorists have thwarted opposition plans to launch an autumn offensive against the government. Helmut Kohl will continue to give the Chancellor full support even after last week's session of Parliament. Kohl was there when Schmidt presented the GSG 9 men with the Federal Order of Merit. Wearing their olive green uniform and berets instead of jeans this time, the men shook hands first with the Chancellor then with the leader of the opposition as they were presented with their awards. A lot will depend on this unit in the future.

As Herbert Wehner put it in the Bundestag, the whole nation had been through a harrowing experience. "And as far as we can see, there is even worse to come."

Udo Bergdoll (Süddeutsche Zeitung, 21 October 1977)

Handwritten note in the left margin: "The decision on whether or not Soviet President Brezhnev will be visiting Bonn this year or next will have to fall very soon. Relations between the Federal Republic of Germany and the Soviet Union have suffered some setbacks as of very recently, and these setbacks in conjunction with international developments necessitate some rethinking."





## MOTORING

## The most realistic test crashes not realistic enough



I bet no-one has survived this! Such spontaneous remarks are frequently heard at the site of a severe road accident. They are prompted by the badly damaged vehicles which seem to indicate that the very worst has happened.

Accident research throughout Europe, carried out by the automobile industry and its research teams as well as by special research institutes which have been operating for the past twenty years in the EEC nations, has come up with some astonishing findings.

Research results show that even crash tests carried out with the most sophisticated of instruments and with dummies of human beings provide no results that can be absolutely equated to reality.

This is particularly so in view of the fact that the simulated crashes of cars with dummies as passengers mostly take place at an angle of 90° against a rigid obstacle.

The conclusions arrived at from such crash tests led to the development of "safety vehicles" the passive resistance of which — as has now been established — does not always provide absolute safety for the occupants.

Subsequent improvements of crash tests in frequently very costly experiments — as carried out by Europe's automobile industry — have also simulated oblique collisions and accidents in which the vehicle turns over, but their results with regard to injuries sustained by passengers and arrived at by means of dummies are out of keeping with reality — though, of course not worthless.

The decisive impulse for these tests emanated from the United States in the sixties. And these experiments we most useful indeed at a time when no-one really knew what actually happens to the passengers of a car hitting a rigid obstacle at a 90° angle and at a speed of 80 kph.

The American then tackled the accident problem with very considerable financial means, and this led to a set pattern for the passive safety of automobile occupants based on scientific methods that could be applied in a constructive manner.

At virtually the same time Europe developed a different idea, the line of thought being more or less as follows: "We shall pay less attention to the vehicle as such and concern ourselves primarily with the reaction of passengers in severe accidents. This includes a comprehensive examination of the injuries sustained in crashes."

The Renault company in France, with the help of the police, therefore started by studying several thousand actual road accidents. Similar tests were carried out in the Federal Republic of Germany in 1972/73 where the causes and the consequences of road accidents were recorded in statistical form. These statistics will now be reprinted and made public again.

All studies showed that head-on collisions — in relation to the usual speed at which we drive today — led to much more severe consequences in tests than

in real life, where occupants have been found to survive.

In many instances the appearance of a vehicle used in crash tests could give rise to optimism concerning the fate of the passengers, while in actual accidents they were killed. This is particularly so when the passengers wore no safety belts and were thus exposed to retardation forces acting with split-second speed.

In the course of continued cooperative European accident research it turned out that head-on collisions account for a high percentage of road accidents, but that collisions at an oblique angle occur much more often than assumed.

Only in 17 per cent of the accidents under review did an automobile hit a fixed and rigid obstacle head-on. In 68 per cent of the cases the collision occurred with another moving automobile (this includes oblique angles) or with lorries, which also account for 17 per cent.

Such collision accidents between two moving automobiles (including those at an oblique angle), in other words the abovementioned 68 per cent of the cases, led to a fatality ratio of 29 per cent.

Roughly 70 per cent of all accidents, the study shows, occurred at an oblique angle involving another moving vehicle. The forces exerted, in these real accidents have an entirely different effect from those established in experiments.

What matters is which of the two vehicles involved is the lighter and which the heavier one. It turned out that a small degree of distortion of the vehicle can lead to great changes in speed (retardation forces) within the automobile. In other words, heavy distortion fre-



Group photograph of Volkswagen's crash test dummies  
(Photo: Volkswagen)

quently absorbs considerable portions of the energy developed in the collision, thus reducing retardation and saving the lives of the occupants.

Hundreds of experiments with various types of vehicles, based on actual data gathered from road accidents, led to the following results: Where the occupants are concerned, the danger to them is linked with the sudden change in speed within the vehicle. A front-drive car, for instance, which is splendidly designed for a head-on crash, can entail deadly retardation for its occupants in a crash at an oblique angle.

The French Institute for Orthopaedic Research, in conjunction with the University of Heidelberg and other European and American research centres, has for many years carried out perfectly legal tests with corpses. These bodies were doctored up in such a way as to have roughly the same blood pressure as living persons (this is of paramount importance where accidents involving the capillary blood vessels of the brain are concerned) and their lungs contained air, which is important for accidents involv-

ing lung haemorrhage and injuries to the chest cavity.

The results of these tests were surprising inasmuch as they largely coincide with the causes of death in real traffic accidents.

Throughout Europe, the safety belt proved to be the best preventive measure for all types of motor accidents.

It also turned out that the head-on collision of two vehicles accounted for only one per cent of fatalities in motor accidents and is thus statistically unimportant.

The much-vaunted "whiplash effect" (which is supposed to be prevented by headrests) is also rather rare. It is therefore open to discussion whether the benefits of headrests are not outweighed by the fact that they obstruct the view.

Five per cent of the fatalities occur in vehicles that have turned over as a result of a crash, compared with 40 per cent that are attributable to doors which do not lock properly and permit the passenger to be hurled out of the car.

*J.W. Reiffenath*  
(Kölnner Stadt-Anzeiger, 6 October 1976)

## Motorbikes are ego boosters, Cologne psychologists say



According to the Cologne psychologists Rolf Dellen and Gerd Bijersbach of the Delberg Institute for Psychological Research and Counselling, it is primarily the thrills and kicks that are the main reasons for the continued motorbike boom of the past few years.

Many owners of motorbikes are motivated by the "joy of danger and of coping with this danger."

Following a great many interviews and the assessment of international and their own research results, the two psychologists, speaking at a congress of the Work and Research Group for Traffic Safety of Cologne University, pointed to "flight from civilisation" and boredom with the "comfortable limousines" of our affluent society as one of the main reasons for switching to motorcycles.

For many of our contemporaries, it would seem, a ride on a souped up motorbike is tantamount to overcoming feelings of inadequacy and weakness which they might have experienced in automobiles.

Thus, for instance, the owner of a DM9,000 motorbike of 750cc said that he had formerly, while driving a VW, only been pushed around. "Now," he said, "I am at last at the head and not at the tail."

Some of the two-wheel hot rodders admitted that they wanted to show off.

Psychologists in the United States discovered a special psychological syndrome among motorbike owners which they aptly called the motorcycle syndrome.

Those afflicted devote an excessive amount of time to their vehicles, they are frightened of hurting themselves and usually have a disturbed relationship to their (mostly) successful father. They are usually passive in professional and sporting competition, suffer from insomnia

and consider themselves weak and feminine.

These people need their hot bikes in order to lend purpose and direction to their aimlessness and in order to strengthen their fragile self-assurance, thus giving the impression of power which they do not possess. In other words, for them the motorbike has become a drug.

In view of all this, the Cologne psychologists themselves were surprised when — in assessing severe accidents involving motorbikes and automobiles — they found that motorcyclists were by no means more frequently the cause of the accident than were automobile drivers.

In those cases where the motorcyclist actually did cause an accident, this was mostly due to the kicks they were out for.

A study of police files on all severe motorbike accidents in the past few years showed that the most frequent causes of collisions were the ignoring of the rule to drive on the right, disproportionate speed and dangerous overtaking.

Among the automobile drivers most of causing an accident, the main reason were wrong turning and entering streets.

*Ruth Lindenberger*  
(Die Welt, 13 October 1976)



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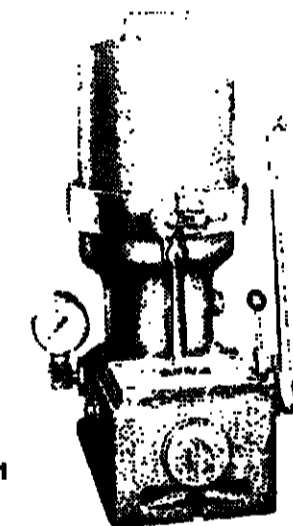
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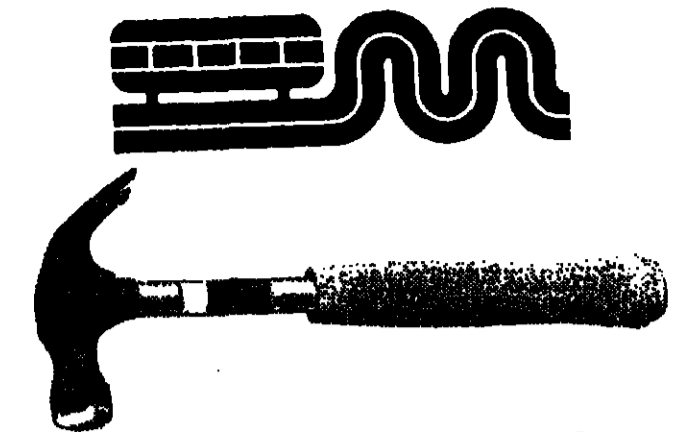
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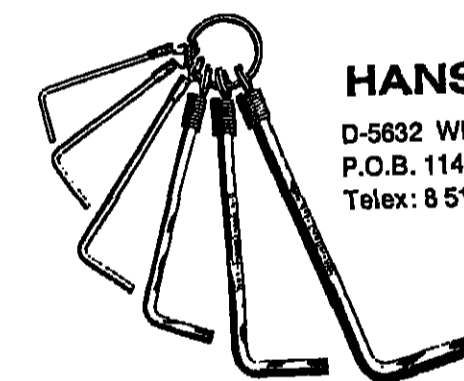


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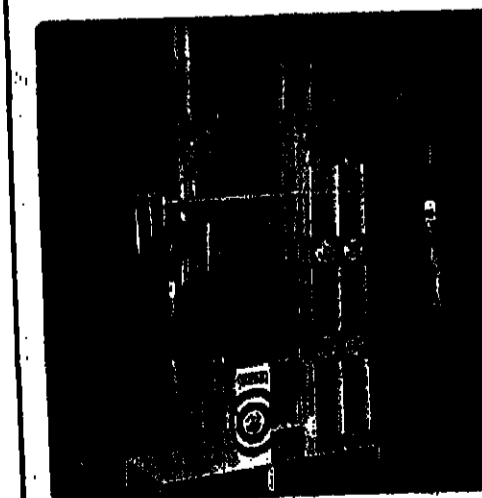


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SPACE RESEARCH

Spacelab candidate has his feet firmly on the ground



There is something very ordinary about Dietmar Sengespeik's particular way of *savoir vivre*.

The forty-year old test pilot of the Dutch/German aviation and space concern VFW-Fokker was interviewed by us at the Bremen Press Club. The photographer who was present would have liked to have had an opportunity for a particular and exciting shot. Unfortunately, he was disappointed and admitted quite frankly that he had "imagined a test pilot and a candidate for a space mission to look somewhat different. This fellow looks as normal as you and I..."

And, indeed, that is about the best way to sum up Dietmar Sengespeik who stands 1.72 metres in his socks and weighs 136 lbs. His hair is clearly thinning - but in all other ways he is in perfect physical condition, more so than virtually any other citizen of the Federal Republic of Germany.

There is nothing to indicate a hero or adventurer. And yet, he is the man on whom the limelight of public attention is concentrating more and more from day to day as lift-off day for Spacelab draws closer - the event which will for the first time send a West European into space.

Of the 703 candidates in this country who were subjected to rigorous and sophisticated endurance tests extending over several weeks, five men (and no woman) were chosen as potential crew members.

They include four physicists and one mechanical engineer, namely Sengespeik. As paradoxical as this might sound, the fact that Sengespeik is a test pilot counts very little when it comes to propelling a man into space. A much more important factor is the engineering background.

Says Dietmar Sengespeik: "Once the Spacelab programme is properly off the ground it will need neither pilots nor engineers. What it will need is experimental physicists."

Sengespeik then goes on to say: "Of more than 2,000 European candidates only 53 remained - 52 men and a French woman. This means that my chances of becoming a crew member of the first European space station are exactly one in 53."

And yet reality is somewhat different. A good dozen of the 53 candidates from the ten European countries belonging to the European Space Agency (ESA) - the last word will in any event be spoken by Nasa in the United States - have a considerably lesser degree of scientific training. In other words, the five Germans among them meet the highest of requirements... or, to put it yet another way, the prospects of one of these five candidates becoming a crew member of Spacelab are excellent.

Granted, Herr Sengespeik keeps telling everybody that the first West European in space will have a doctorate in physics. But he also knows the problems involved in any scientific experiment, and therefore he carefully concedes that

he might nevertheless have somewhat better chances of taking part in the first space missions.

The space travel candidate, who has had some 4,000 flying hours as a pilot (3,000 of them as a test pilot for VFW-Fokker, primarily in F28 and VFW-Fokker 614 jets), knows that Spacelab, which is to be launched in 1980 will primarily serve test purposes in the initial phases. "This," he grants, "might give me an edge." What he means is the edge of a technician and project engineer.

Proximity to the VFW-Fokker subsidiary Erno Space Technology, which has been commissioned to build Spacelab, has in no way influenced the Bonn Research Ministry in its decision to commission the Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt (DFVLR) - the German Research and Test Institute for Aviation and Space Technology - and the Air Force's Institute for Aviation Medicine to carry out the necessary tests.

Dietmar Sengespeik's prospects of becoming Europe's number one in space leave him cold so far as the record is concerned. Says he: "I have never in my life had the ambition to be the first at the South Pole or on the moon. But I would like to visit these places sometime."

He would forgo many personal advantages and would make do with less salary and with less free time if this would give him an opportunity to go to the moon or Mars or Venus.

His motivating force is the curiosity of the scientists for whom there are no taboos and no fixed frontiers.

Had Dietmar Sengespeik not become a test pilot - a job which fulfills him, incidentally - he would have chosen the career of a project engineer... and this is indeed how his professional career began.

But he could just as well have become an ornithologist, a geologist or a paleontologist, since all these are professions which would have fascinated him.

His friends have nicknamed him the "stone hammerer". This is due to the fact that wherever he goes in the world he carries his geologist's hammer with him. No VFW 614, which Herr Sengespeik flies to all parts of the globe for

inspection by prospective buyers, takes off without his hand luggage containing the hammer. And whenever he returns from a vacation he carries an entire quarry in his luggage.

The man who considers flying at twice the speed of sound as the most wonderful thing of all is just as happy to wander around on foot and retrace the geological development of our earth.

He began his aviation training with the Bundeswehr in 1957. He was 20 at that time and flew, like all other trainees, Pipers and Piaggios.

Subsequently he switched over to F 86 and Fiat G 91 jets.

He achieved the rank of Lieutenant and became a flight control officer before leaving the Bundeswehr in 1964.

At the age of 27 he decided to study mechanical engineering, graduating in 1968.

Although Dietmar Sengespeik had not forgotten how to fly in the meantime, he nevertheless lost all the necessary licences except for private sports aircraft. This was not enough for the project engineer at VFW-Fokker, who felt envious of people like Ludwig Obermeier - at that time Germany's most famous test pilot.

It was the head of VFW's testing department who "discovered" Sengespeik. He found that the 1,000 hours flying time which Sengespeik had amassed by then were simply too much to be left unutilised.

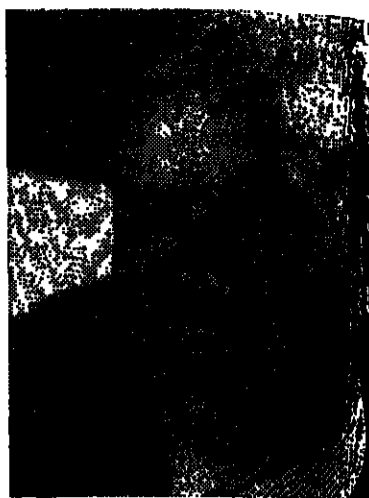
As a guest student at Lufthansa's school for commercial pilots in Bremen, he refreshed his knowledge and acquired a new commercial licence, including a licence for instrument flying. Subsequently, he was trained in Holland for the 27-passenger short-haul jet F 28.

Later he flew as a co-pilot in Algeria and piloted flights for the Shah of Iran on the occasion of that country's 2,500th anniversary. Says Herr Sengespeik: "Sometimes we flew only a few TV films from Shiraz to Tehran and sometimes we flew royalty back to Europe."

All this was followed by two and a half years of flying from Amsterdam to all parts of the world aboard the F 28. The engineer thus turned into an experienced test pilot.

His special qualities were quickly recognised by an expert. When the ESA was looking for suitable candidates Sengespeik did not think of Spacelab and even less of his own chances of becoming part of it. And yet he was one of the few chosen from the 700-odd candidates.

Says he: "I really, did not apply for the job."



Dietmar Sengespeik

(Photo: ...)

Incidentally, the 40-year old test pilot is irked by the first signs of a spacey around his midriff and looks like anything but a superman.

It was a close friend of his at the DFVLR who pressed him to apply for the Spacelab job. He did so when it happened to be in Cologne, saying himself that it could do no harm to have a shot at it.

The psychological and physical hurdles were in no way daunting to him. Having undergone similar tests before, he felt virtually at home at the institute for Aviation Medicine and at DFVLR.

As he puts it: "I was better prepared for it than many other candidates. My physical endurance tests which all candidates had to undergo - such as weightlessness, multiple gravity and heart and circulation tests under extreme conditions - are part of normal routine for me."

Triple gravity as achieved in the centrifuge of the DFVLR is nothing new to the engineer-test pilot, who is obviously familiar with the laws of gravity as it is unfamiliar with the practical effects of such tests.

Only the famous "Snowwhite Coffin" proved a bit troublesome even for Dietmar Sengespeik. This is a transparent plastic pressure cabin in which all candidates are tested as to their circulation's ability to cope with normal terrestrial conditions after an extended period of weightlessness. The reduced pressure causes the blood to flow into the lower parts of the body, withdrawing up to two litres from the upper body.

Dietmar Sengespeik passed all these tests with flying colours. He and his testers were essentially agreed that his "professional qualities" were of relatively little value since, as opposed to American astronauts who frequently pilot their own craft in space, Spacelab crews will do virtually only scientific work.

Only absolutely healthy scientists, not taller than 1.90 metres, free of handicaps right down to the little toe and without fillings in their teeth, circulation problems or spectacles but with full university training in one of the sciences and an excellent knowledge of English, are called for. Dietmar Sengespeik meets all these qualifications right down to the smallest detail.

What excites him most is the prospect of one day being able to make use of his geologist's hammer somewhere in space. As he puts it: "Knocking on stones on the moon or on Mars would be exactly what I've been longing for."

In the final analysis, our space candidate is above all a geologist, and the pilot will remain grounded.

Karl Morgenstern

(Deutsche Zeitung, 19. October 1977)

SPORT

Small family cruiser dominates Hamburg Boat Show

The ambition to own one's own little boat seems to be as strong as ever. This is the impression one gets from the 18th International Boat Show which opened recently in Hamburg. 9,000 exhibitors from 27 European countries are displaying 1,200 boats of all shapes and sizes plus a large selection of accessories as they compete for the custom of Germany's many yachtsmen.

The German boatbuilding industry has made considerable progress in the last few years and has won back a lot of ground from foreign competitors. Its turnover last year was about DM180 million. However, foreign boatbuilders achieved at least the same turnover on the German market and they also outnumber German manufacturers at the show.

Although there are few free mooring places on the coast or on inland waters, the exhibitors are still hoping for high sales figures. Statistics tell us that there is only one boat to every 228 people in this country. In this respect, the Federal Republic of Germany can be considered an underdeveloped country. And this is probably the reason why the USA and Australia are, for the first time, represented with big national exhibits.

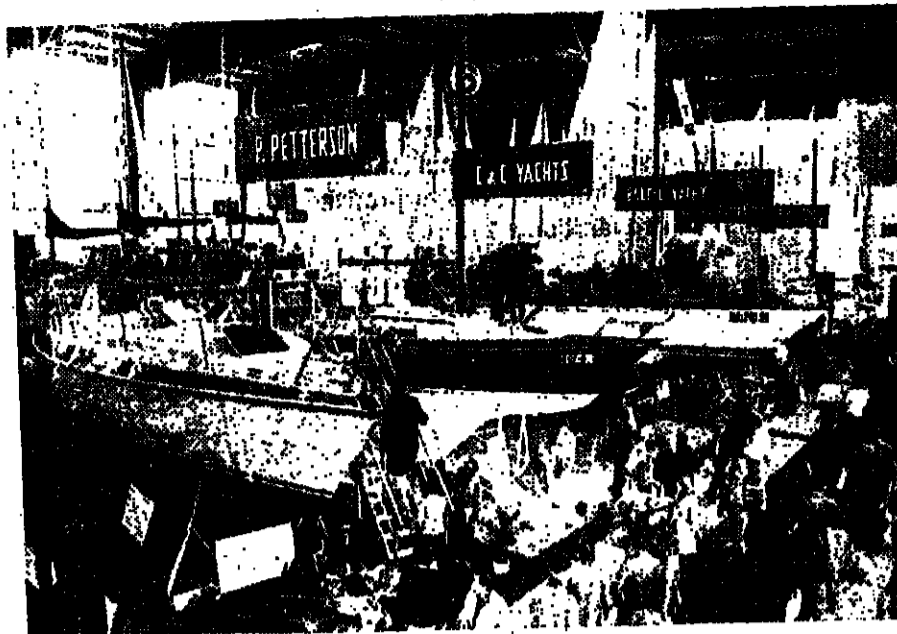
Visitors and yachtsmen who stroll around the show this year may have to rethink their plans. There are a lot of new boats and accessories on display - One noticeable feature was the increase in the number of large, ocean-going yachts ranging from 12 to 14 metres in length. Long voyages and even trips round the world would be no problem at all in these vessels. Several of these yachts are on display for the first time ever in Hamburg, including the new Swan 411 from Finland, which is as streamlined and elegant as its illustrious predecessors.

There are a lot of new boats from England, Holland, France, the Scandinavian countries and - for the first time in many years - from this country. Most of these big yachts are so equipped that they can be sailed by a crew of ten or a two-man crew.

There is plenty of space below deck, even for a larger crew. Everything has been done to ensure maximum comfort - furniture from high quality wood, deep freeze grill, showers with hot water. Price: from 250,000 deutschmarks. The most expensive ship in this category on

show in Hamburg costs 850,000 deutschmarks.

The small and medium sized boats indicate another trend: the family boat from 6.5 to 9.6 metres long, for sailing in coastal waters. These boats sell exceptionally well, as they have done in previous years. The designs are practical and well thought out. There is plenty of room for two or three children on a weekend sailing trip. Prices have gone up by an average of four per cent this year - in the case of smaller boats this increase is frequently difficult to understand. Large boat producers have had the clever idea of describing indispensable equipment as "extras" and, of course, charging extra for it. This means that a DM25,000 boat in the lowest price range is often no more than a plastic shell with a mast and a rudder. You have to pay another DM25,000 for necessary equipment before this shell



Sailing yachts at Hamburg Boat Show

(Photo: Conti-Press)

becomes a comfortable and seaworthy boat. It is an alarming state of affairs for the safety of ship and crew when pulpit, anchor and lights are described as extras.

Single handed ocean and round the world sailing has become a kind of fash-

ion among sailors from all over the world in the last few years: An English boat builder has taken this fact into account and produced a boat designed especially to meet the requirements of this kind of yachtsmen. Otto Tiemann

(Hannoversche Allgemeine, 15 October 1977)

Stricter laws on hang gliding are sorely needed

Most of these banned gliding craft continue to fly, even though the Kempten state prosecutor has not completed his investigations. Some gliders, according to the designers, simply make minor alterations to the craft, such as trimming sails or putting on new crossbars. They are apparently unconcerned by the warning that most fatal accidents in hang gliding are the result of alterations made to craft after they have been bought.

Statistics alone do not give a satisfactory indication of how dangerous this new sport really is. From 1974 to April 1977 there were 125,000 hang gliding flights and 76 accidents in this country, according to the DAEC. Seven hang gliders were killed. This year there were, according to the Aviation Office, nineteen crashes in the Bavarian Alps and three people were killed. The Aviation Office only allows starts and landings at certain official sites. This has meant that more and more hang gliding fans have adopted the practice of taking off from the Swiss and Austrian Alps instead.

"When German made hang gliding craft crash in Austria or Switzerland, it does not occur to the German authorities to draw the consequences" says the Augsburg manufacturer. In his opinion most designers are mainly interested in making the gliding craft as light as possible - some weigh as little as 25 kilograms. Given this development, he asks pilots what is likely to break first when there is air turbulence in the mountains, as quite frequently happens: the span wires which used to be four millimetres thick and are now only 2.5 millimetres, or the crossbars.

Many hang gliding pilots reckon that it is high time there were legal regulations on this sport. The Aviation Office does not consider the regulations which the Federal Transport Ministry is to bring out next year a great help.

Director Dr. Christian Lieberknecht said that the urgently needed law on glider training and state glider licences was unlikely to be passed, and the same applied to official tests and seals of approval on the hang gliding craft themselves. He pointed out that both gliding tests and state approval had long been legal requirements in the case of parachutes, which where not as easy to manoeuvre as hang gliders.

(Frankfurter Allgemeine Zeitung für Deutschland, 18 October 1977)

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